BORDER INFRASTRUCTURE FUND AGREEMENT

CANADA – SASKATCHEWAN AGREEMENT ON THE NORTH PORTAL BORDER PROJECT

Canada Saskatchewan Estevan

Improving Canada's Borders Together

Ensemble, améliorons les frontières canadiennes

PREPARED BY
SASKATCHEWAN
MINISTRY OF HIGHWAYS & INFRASTRUCTURE

2007-08 ANNUAL REPORT

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1. Introduction

Canada and Saskatchewan signed the Canada – Saskatchewan Agreement on the Saskatchewan North Portal Border Project (Canada – Saskatchewan BIF Agreement) portion of the Border Infrastructure Fund (BIF) on May 11, 2005. As required in Schedule C.3 of the Canada – Saskatchewan BIF agreement this is the third annual report which covers the activities from April 1, 2007 to March 31, 2008. The Canada – Saskatchewan BIF Agreement will expire at the end of the 2008-09 fiscal year.

The development and maintenance of basic border infrastructure is a key component in sustaining and expanding Canada's economic and trade relationship with the United States. Canada must have the capacity to move people and goods safely and efficiently across the border and throughout the province.

Saskatchewan's economy is dependent on the export of goods and services. Modern transportation infrastructure and logistics services are essential to support trade and growth.[1] Saskatchewan's current transportation system supports a wide range of economic activities. These include agriculture and food processing, manufacturing, mining, tourism, and a multitude of service industries.

Saskatchewan's economic strategy[2] contains a commitment to invest in key transportation infrastructure; specifically, infrastructure that promotes safety, encourages tourism, promotes economic growth, and improves highway links between major centres and the world marketplace. The rehabilitation of various components of Highway 39 proposed through the BIF agreement supports this strategy.

Meeting Saskatchewan's current and future economic and trade development needs requires continued preservation and enhancement of the transportation infrastructure. Saskatchewan faces some tremendous challenges as the economy competes in the global marketplace. Modern logistical techniques, such as 'just–in-time' deliveries, are keys to being competitive. Associated with these trends is a shift between the relative importance of the two prevailing modes of transportation in Saskatchewan; rail and truck. Rail continues to decline in importance due in part to a decrease in availability, and increases in freight rates. The shift from rail to road is also directly related to changes in the economy, and the movement towards more high-value, processed goods which require timely and accessible truck service. Failure to provide an efficient transportation infrastructure across the Canada – United States border will hamper the competitiveness of many businesses as well as damage our trade relationships with the United States.

The BIF plan is based on four pillars: (i) the secure flow of people, (ii) the secure flow of goods, (iii) secure infrastructure, and (iv) information-sharing and co-ordination in the enforcement of these objectives.[3] The BIF program is designed to increase the efficiency and functionality of the transportation system in the vicinity of Highway 39 leading to the North Portal – Portal and Canada – United States international Gateway.[4]

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[1] Transportation Trade Corridors – Saskatchewan Highways and Transportation, January 2002
[2] Partnership for Prosperity – Saskatchewan Economic and Co-operative Development, 2001
[3] Border Infrastructure Fund – Infrastructure Canada, 2005
[4] Canada – Saskatchewan Agreement on the Saskatchewan North Portal Border Project (2005), Section 2.2

2. General Overview of Results

Saskatchewan's BIF projects are primarily resurfacing projects which include minor improvements such as roadway widening and the installation of rumble strips and are expected to improve safety and reduce congestion along the border. These projects will expand on improvements completed at North Portal in 1999.[5] The average border wait time has already been decreased by four minutes due to a new driver enrolment centre, a new truck inspection parking lot, and the implementation of expedited customs clearance programs.[6]

In total, over 60 km of Highway 39 will be rehabilitated under the BIF agreement. A rehabilitation program of this size will have a large impact on public perception and safety, as well as effectively reduce user costs for travellers accessing North Portal.[7]

Three resurfacing projects have been completed under the Canada-Saskatchewan BIF agreement since 2003. These three projects were undertaken on Highway 39; one from the U.S. Border to Roche Percee, the second from Roche Percee to Estevan and the third from Macoun to Midale.

Project component 4.0 of the BIF program includes the rehabilitation of 2.8 kilometres of Highway 39 through the City of Estevan. A formal agreement was signed on June 7th, 2005 between Saskatchewan Ministry of Highways and Infrastructure and the City of Estevan. The city agreed to cost share improvements to 4th Street/Highway 39 through the City of Estevan by providing $1,000,000 in funding. This project has been awarded to Souris Valley Paving Inc. of Estevan. Roadwork began on May 1, 2007 and is expected to be completed by October 2008.

Highway 39 is part of the National Highway System (NHS) in Saskatchewan. It is located in the southeast corner of the province running from the U.S. border northwest towards Regina and Moose Jaw as shown in Figure 1 (p. 3). This highway provides direct access to U.S. markets and helps control the functionality and capacity of our shared border.

[5] North Portal/Portal Border Crossing Study: Report on 1998 and 1999 Commercial Traffic Trends. Saskatchewan Highways and Transportation

[6] North Portal Program Proposal - Border Infrastructure Fund (2005) p.9 Saskatchewan Highways and Transportation

[7] North Portal Program Proposal - Border Infrastructure Fund (2005) p.9 Saskatchewan Highways and Transportation

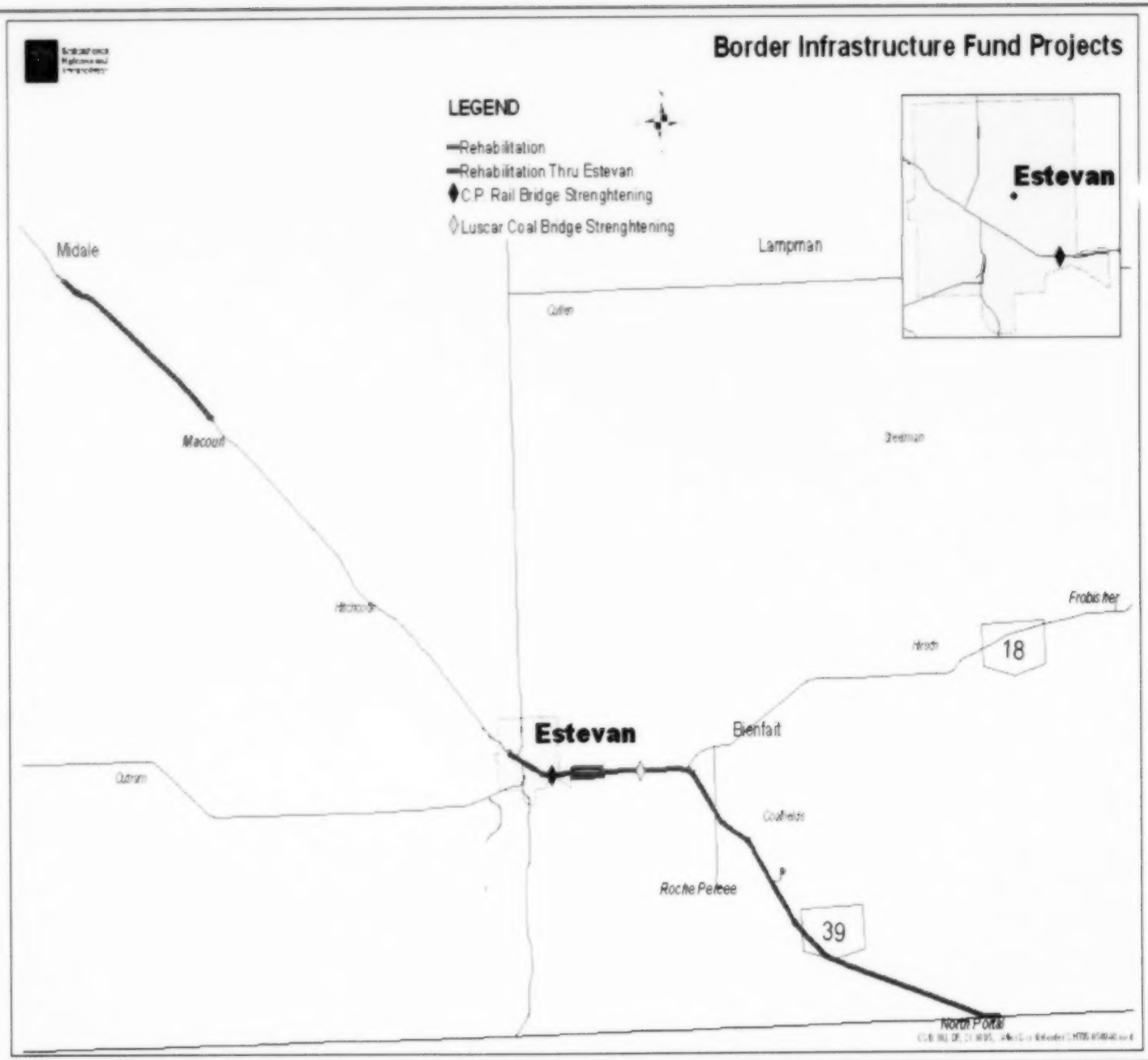


Figure 1: Border Infrastructure Fund Projects

3. Official Management Committee Meetings

The Management Committee for the Canada – Saskatchewan BIF agreement conducted two meetings during the 2007-08 fiscal year. The first meeting was held on May 17th 2007 in Regina, Saskatchewan. David Stearns attended from Saskatchewan Ministry of Highways and Infrastructure (MHT) and James Clarkin from Transport Canada (TC) via teleconference participated as the provincial and federal co-chairs respectively. The federal government was further represented by Leanna Belluz from Transport Canada and Harold Kohen from Infrastructure Canada, who attended by teleconference. John Czernick, Doug Wakabayashi, and Wayne Gienow, attended on behalf of Saskatchewan Ministry of Highways and Infrastructure.

The second Management Committee meeting was held by teleconference on November 27th, 2007. David Stearns once again represented Saskatchewan Ministry of Highways and Infrastructure as the provincial co-chair, and James Clarkin of Transport Canada participated as the federal co-chair via teleconference. Jennifer Ehrmantraut replaced Allan Carpentier as alternate provincial member. Nicole Galvin replaced Leanna Belluz as alternate federal member for Transport Canada. Glenn Read, Saskatchewan Ministry of Highways and Infrastructure attended to brief the committee on the City of Estevan Project Component. Harold Kohn and Francoise Mainville, Infrastructure Canada also participated via teleconference.

Discussion of administrative details and project updates took place at these meetings. The agendas and minutes of the Management Committee meetings are attached in Appendix A.

4. Schedule B Revisions

Schedule B of the Canada – Saskatchewan BIF Agreement outlines the projects that are to be undertaken through the agreement. Project proposals are submitted to the Management Committee for consideration. Projects to be undertaken are added to Schedule B by the federal representative. The Original Schedule B, May 11, 2005 was approved by John Godfrey Minister of State (Infrastructure and Communities), Maynard Sonntag Minister of Saskatchewan Highways and Infrastructure, and Jean-C Lapierre Minister of Transport. There have been four subsequent revisions to Schedule B approved by the Management Committee. Table 1 below provides a brief summary of the Schedule B revisions to date. Schedule B, Revision 4 is attached in Appendix B.

Table 1: Canada - Saskatchewan BIF Agreement Schedule B Revisions

Revision	Revision Date	Reason for Change	Approved By
	May 11, 2005	Original	Approved by Ministers as part of the Agreement
1	March 23, 2006	Cash flow adjustments for project 1.0 and 1.1 and the addition of project 1.2	Approved by the Management Committee
2	March 31, 2006	Minor format change, merged columns.	Approved by the Management Committee
3	March 16, 2007	Resubmitted to update HCoMS to current fiscal year.	Approved by the Management Committee
4	January 25, 2008	Cash flow adjustments for projects 1.1, 1.2, 2.1, 3.1, 4.1, 5.1 and the addition of projects 1.3	Approved by the Management Committee

5. Project Updates and Expected Results

Project 1.1 – Highway 39: Rehabilitation from North Portal to Roche Percee

Project 1.1 consists of resurfacing 18.25 km of Highway 39 from the U.S. Border to Roche Percee.

Project Status

The resurfacing between North Portal and Roche Percee began on January 20, 2004 and was completed on September 29, 2004. The affidavit for this project was submitted on March 29th, 2006 and can be viewed in Appendix C. High iron content in the aggregate resulted in "pitting" across the surface. A flush was applied to the road to fill the surface voids and act as a binding agent to prevent future "pitting". The cost to flush the project was minimal and highly successful.

Completed Highway at North Portal

Table 2 below shows the contract authorization information for the resurfacing from the U.S. border to Roche Percee.

Table 2: U.S. Border to Roche Percee – Contract Authorization

Contract Authorization	Start Date	Completion Date	Estimated Project Cost	Material Supplied/Work Completed by Saskatchewan	Contractor
PH037111	January 20, 2004	September 29, 2004	$2,362,000	Construction of Surfacing Structure	ASL Paving Limited

Environmental Issues

Given that the project is primarily on existing roadways, little or no impact should occur to wildlife, native species, or heritage resources, particularly since the lands are already chronically disturbed[8]. As a result the project has received Transport Canada exemption from a full environmental assessment.

Financial Summary

A financial summary for the Highway 39 resurfacing project is outlined in Table 3 (p. 6). Figure 2 (p. 6) illustrates the shareable cost of this project compared to the remaining shareable BIF costs. Project costs and forecasted expenditures are based on Schedule B Revision 4 (Appendix B), and actual claims are based on the Detailed Expenditures in Table 9 (p. 10).

[8] North Portal Program Proposal - Border Infrastructure Fund (2003), p. 15, Saskatchewan Highways and Transportation

Table 3: U.S. Border to Roche Percee - Schedule B Summary

Estimated Project Cost	Shareable Project Cost	Agreement Contributions		Total Actual Expenditures to March 31, 2007	2007/08 Forecasted Expenditures	2007/08 Actual Claims	2008/09 Forecasted Expenditures
		Federal	Provincial				
$2,362,000	$2,110,129	$1,055,065	$1,055,064	$2,110,129	$0	$0	$0

Figure 2: U.S. Border to Roche Percee BIF Costs

Project 1.2 – Highway 39: Rehabilitation from Roche Percee to Estevan

Project 1.2 consists of resurfacing 20.43 km of Highway 39 from Roche Percee to Estevan.

Project Status

The resurfacing from Roche Percee began on March 1, 2005 and was completed on July 12, 2005. The affidavit for this project was submitted on March 29th, 2006 and can be viewed in Appendix C. Major failures occurred on the east bound lanes of the divided section south of Estevan due to a saturated subgrade. The subgrade was stabilized with the installation of a geotextile fabric which will assist in strengthening the subgrade and reduce the effects of increased dynamic loading.

Bienfait Intersection

Table 4 below shows the contract authorization information for the resurfacing from Roche Percee to Estevan.

Table 4: Roche Percee to Estevan – Contract Authorization

Contract Authorization	Start Date	Completion Date	Estimated Project Cost	Material Supplied/Work Completed by Saskatchewan	Contractor
PH037112	March 1, 2005	July 12, 2005	$2,088,400	Construction of Surfacing Structure	ASL Paving Limited

Environmental Issues

Given that the project is primarily on existing roadways, little or no impact should occur to wildlife, native species, or heritage resources, particularly since the lands are already chronically disturbed.[9] As a result the project has received Transport Canada exemption from a full environmental assessment.

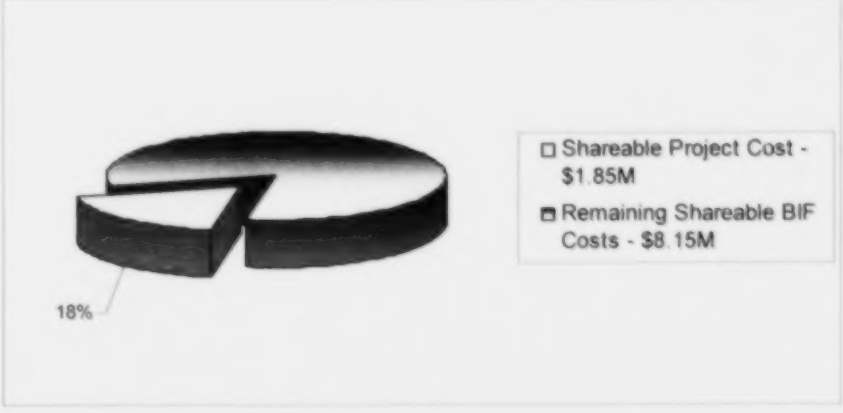
Financial Summary

A financial summary for the Highway 39 resurfacing project is outlined in Table 5 (p.8). Figure 3 (p. 8) illustrates the shareable cost of this project compared to the remaining shareable BIF costs. Project costs and forecasted expenditures are based on Schedule B Revision 4 (Appendix B), and actual claims are based on the Detailed Expenditures in Table 9 (p. 10).

Table 5: Roche Percee to Estevan - Schedule B Summary

Estimated Project Cost	Shareable Project Cost	Agreement Contributions		Total Actual Expenditures to March 31, 2007	2007/08 Forecasted Expenditures	2007/08 Actual Claims	2008/09 Forecasted Expenditures
		Federal	Provincial				
$2,088,400	$1,845,907	$922,954	$922,954	$1,845,907	$0	$0	$0

Figure 3: Roche Percee to Estevan BIF Costs



[9] North Portal Program Proposal - Border Infrastructure Fund (2003), p. 15, Saskatchewan Highways and Transportation.

Project 1.3 – Highway 39: Upgrade to Estevan Weigh Scale Site

Project 1.3 consists of the installation of computer software, digital display boards, Norac weigh software used for the capture and sharing of data to monitor commercial vehicles crossing the border.

Project Status

The installation of new Norac computer software along with two new electronic display boards was completed in fiscal 2005/2006. This project is now complete and no further costs will be charged to this project.

Estevan Scale Site

Table 6 below shows the contract authorization information for the upgrades to the Estevan Scale Site on Highway 39.

Table 6: Upgrade to Estevan Scale Site – Contract Authorization

Contract Authorization	Start Date	Completion Date	Estimated Project Cost	Material Supplied/Work Completed by Saskatchewan	Contractor
N/A	March 1, 2005	March 31, 2007	$37,200	Upgrade To Estevan Scale and software	Norac Weighing and Control Systems

Financial Summary

A financial summary for the Upgrade to the Estevan Scale Site project is outlined in Table 7 below. Figure 4 (p. 9) illustrates the shareable cost of this project compared to the remaining shareable BIF costs. Project costs and forecasted expenditures are based on Schedule B Revision 4 (Appendix B), and actual claims are based on the Detailed Expenditures in Table 9 (p. 10).

Table 7: Upgrade to Estevan Scale Site - Schedule B Summary

Estimated Project Cost	Shareable Project Cost	Agreement Contributions		Total Actual Expenditures to March 31, 2007	2007/08 Forecasted Expenditures	2007/08 Actual Claims	2008/09 Forecasted Expenditures
		Federal	Provincial				
$37,200	$37,200	$18,600	$18,600	$0	$37,200	$37,200	$0

Figure 4: Upgrade to the Estevan Scale Site BIF Costs

Project 3.1 – Highway 39: Rehabilitation between Macoun and Midale

Project 3.1 consists of resurfacing 12.87 km of Highway 39 between Macoun and Midale.

Project Status

The rehabilitation project between Macoun and Midale was awarded to Potzus Paving & Road Maintenance Ltd on December 28, 2006. Crushing for this project began on March 5, 2007, and was completed on May 3, 2007. Road work began on July 6, 2007 and completed the project on July 24, 2007.

Table 8 below shows the contract authorization information for the resurfacing from Macoun to Midale

Table 8: Macoun to Midale – Contract Authorization

Contract Authorization	Start Date	Completion Date	Estimated Project Cost	Material Supplied/Work Completed by Saskatchewan	Contractor
PH047111	December 28, 2006	October 31, 2007	$2,610,700	Construction of Surfacing Structure	Potzus Paving & Road Maint Ltd.

Environmental Issues

Given that the project is primarily on existing roadways, little or no impact should occur to wildlife, native species, or heritage resources, particularly since the lands are already chronically disturbed.[10] As a result the project received Transport Canada exemption from a full environmental assessment on December 4, 2006.

Financial Summary

A financial summary for the resurfacing project between Macoun and Midale is outlined in Table 9 below. Figure 5 (p. 12) illustrates the shareable cost of this project compared to the remaining shareable BIF costs. Project costs and forecasted expenditures are based on Schedule B

[10] North Portal Program Proposal - Border Infrastructure Fund (2003), p. 15, Saskatchewan Highways and Transportation.

Revision 4 (Appendix B), and actual claims are based on the Detailed Expenditures in Table 9 below.

Table 9: Macoun to Midale – Schedule B Summary

Estimated Project Cost	Shareable Project Cost	Agreement Contributions		Total Actual Expenditures to March 31, 2007	2007/08 Forecasted Expenditures	2007/08 Actual Claims	2008/09 Forecasted Expenditures
		Federal	Provincial				
$2,610,700	$2,356,764	$1,178,382	$1,178,382	$50,264	$2,306,500	$2,172,330	$0

Figure 5: Macoun to Midale BIF Costs

Project 4.1 – Highway 39: Rehabilitation through City of Estevan

Project 4.1 consists of resurfacing 2.80 km of Highway 39 through the City of Estevan between Kensington Avenue and 15th Avenue.

Project Status

The rehabilitation project through the City of Estevan was awarded to Souris Valley Paving Inc. on July 10, 2007. Roadwork for this project began on March 5, 2007, and was approximately 45 percent completed on October 10, 2007. The remaining roadwork between 8th Avenue and Kensington Avenue will be completed by fall of 2008.

Table 10 below shows the contract authorization information for the resurfacing through the City of Estevan between Kensington Avenue and 15th Avenue.

Table 10: Rehabilitation Highway 39 through the City of Estevan – Contract Authorization

Contract Authorization	Start Date	Completion Date	Estimated Project Cost	Material Supplied/Work Completed by Saskatchewan	Contractor
City of Estevan (SPP057103)	July 10, 2007	March 31, 2009	$2,900,000	Rehabilitation of Highway 39 Connector Through the City of Estevan	Souris Valley Paving Inc.

Environmental Issues

Given that the project is primarily on existing roadways, little or no impact should occur to wildlife, native species, or heritage resources, particularly since the lands are already chronically disturbed.[11] As a result the project received Transport Canada exemption from a full environmental assessment on December 4, 2006.

Financial Summary

A financial summary for the resurfacing project through the City of Estevan is outlined in Table 11 below. Figure 6 (p. 13) illustrates the shareable cost of this project compared to the remaining shareable BIF costs. Project costs and forecasted expenditures are based on Schedule B Revision 4 (Appendix B), and actual claims are based on the Detailed Expenditures in Table 9 (p. 10).

Table 11: Resurfacing through the City of Estevan – Schedule B Summary

Estimated Project Cost	Shareable Project Cost	Agreement Contributions		Total Actual Expenditures to March 31, 2007	2007/08 Forecasted Expenditures	2007/08 Actual Claims	2008/09 Forecasted Expenditures
		Federal	Provincial				
$2,900,000	$2,000,000	$1,000,000	$1,000,000	$0	$1,140,000	$920,372	$860,000

Figure 6: Highway 39 through the City of Estevan BIF Costs

Expected Results

The resurfacing projects completed under the Canada-Saskatchewan BIF agreement will increase the efficiency and functionality of the transportation system along Highway 39 leading to the Canada – United States international gateway at North Portal.[12] These projects are also expected to improve public perception and safety.

[11] North Portal Program Proposal - Border Infrastructure Fund (2003), p. 15, Saskatchewan Highways and Transportation.
[12] Canada – Saskatchewan Agreement on the Saskatchewan North Portal Border Project (2005), Section 2.2.

A MicroBENCOST analysis performed on the areas targeted for improvement indicated that fuel consumption would be reduced by 2.1 million litres and carbon monoxide emissions will be reduced by 23,000 kg over the 20 year analysis period. These reductions will contribute to the environmental sustainability of Saskatchewan's transportation system. These projects are also expected to reduce road user costs such as vehicle operating costs, and increase delay savings by $8.6 million over the same analysis period.

The North Portal BIF projects will enhance the movement of people and freight on Highway 39 leading to North Portal. Information on commercial vehicles, carriers, and drivers will be accessible through linkage with the Commercial Vehicle Safety Alliance (CVSA) Inspection Information System for Saskatchewan, as well as the National Safety Code (Canada, U.S. and Mexico) inspection information and carrier profiles. This will improve the flow of commercial vehicles and reduce time delays, as trucks will be stopped only once for a major safety inspection. Improvements to the CPR overpass on Highway 39 will allow for the efficient movement of commodities by eliminating the need for special permits for overweight vehicles. Recent improvements to the North Portal truck inspection parking reduced congestion and improved northbound traffic flow at the border by allowing truck traffic to park adjacent to Highway 39.

6. Communications Activities

Schedule A of the BIF agreement stipulates that Canada and Saskatchewan "carry out joint communications activities and products that will promote opportunities to communicate with the public in an open, transparent, effective and proactive manner, using appropriate, ongoing, consistent public information material acknowledging the Parties' contributions." There has not been any major communications events in association with the Canada – Saskatchewan BIF Agreement, but a number of news releases have been provided to the media and public. Table 12 below contains a summary of events and news releases. There has not been any news concerning the Canada-Saskatchewan BIF agreement released in the 2007-08 fiscal year.

Table 12: Communications Activities

Date	Event	Party
March 5, 2003	Announcement of Canada – Saskatchewan BIF Agreement	Canada and Saskatchewan
March 3, 2004	News release for improving highways in the Weyburn/Estevan area	Canada and Saskatchewan
June 7, 2004	News release for improving Highway 47 near Estevan	Canada and Saskatchewan
August 30, 2004	News release for improving Highway 39 north of the U.S. border	Canada and Saskatchewan
March 15, 2005	News release for improving highways in the Weyburn/Estevan area	Canada and Saskatchewan
May 24, 2005	News release for improvements to 4th Street in Estevan	Canada, Saskatchewan, and Estevan
June 29, 2005	News release for improvements to Highway 39 near Estevan	Canada and Saskatchewan

7. At the Border

Enhancing Safety

One of the main objectives of the BIF program is to enhance the safety of people moving between Canada and the U.S. The security of drivers and their vehicles has been improved by a communications infrastructure that allows compliance officers throughout Saskatchewan to view safety inspection data and ticket charges entered by other officers. Upgrades to the Estevan scale site as part of project component 1.0 will help to strengthen safety and security at the border, and supports the Smart Borders Action Plan.

BIF has been a large rehabilitation program, preserving entire roadways and ensuring the public's safety. An important issue has been pavement roughness, which gives way to "driver overload". Driver overload occurs when too much of the driver's attention is used to avoid ruts and potholes. Smooth roads help to reduce accidents caused by driver error, ensuring the safety of travellers. In fact, "the North Portal BIF program will result in $197,000 in reduced accident costs"[13]

Other safety measures have been taken to ensure driver's safety on the newly updated roadways. These include "consolidating access points to reduce conflict points, correcting geometric deficiencies such as curves and sight distances, addressing emergent traffic generators by considering intersection treatments, and adding shoulder rumble strips to warn drivers they are nearing the edge of the roadway."[14]

Coordination with Border Network

The Prairie Region's economy is largely dependent on trade relations with the U.S., focusing attention on border crossing infrastructure. Currently, North Portal is Saskatchewan's only border crossing open to both passenger and commercial vehicles. One of the key goals of the BIF projects has been to ensure enhanced access to the U.S. market. The improvement projects on Highway 39 have built upon the recently completed and ongoing partnership work in the area. North Dakota is presently completing construction work along Highway 52, which will improve access to the Portal/North Portal border crossing.

8. Risk Assessment

The Risk Assessment for the Highway 39 BIF projects considered factors which affect the scope, schedule and budget of these projects. Factors that could cause the project budgets to escalate include fuel prices, environmental problems and haul distance for quality aggregate. Factors that could cause these projects to be completed late include weather and contractor capacity.

The uncertainty in the volatile fuel market is one component which continues to cause project costs to increase. Contractors must bid in risk associated with higher fuel costs which will influence future bids for earth excavation and haul. The large equipment required to haul, shape and compact a road embankment use large quantities of diesel fuel.

Environmental issues can significantly impact project costs. However, for the projects completed thus far, the environmental risks are very low as the Ministry is resurfacing an existing highway and utilizing aggregate from known gravel pits.

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[13] North Portal Program Proposal Draft - Border Infrastructure Fund (2005), p. 16, Saskatchewan Highways and Transportation.
[14] North Portal Program Proposal Draft - Border Infrastructure Fund (2005), p. 19, Saskatchewan Highways and Transportation.

Quality aggregate is rare in the south eastern part of Saskatchewan. Potential rock deposits have been rejected because of iron stone and shale content which is not desirable when used in asphalt concrete mixes. One of the gravel pits used for the Highway 39 project had high levels of iron stone. To reduce risks associated with iron stone the highway was flushed with high float oil a year after construction to seal up most of the pop outs (90% to 95% of pop out will occur during the first year). Other risks associated with this project include cost increases due to underestimating the volume and quality of the aggregate sources. Efforts are continuing to minimize this risk through prospecting and drilling for new aggregate sources. However, new sources would require design changes that could affect the project schedule.

9. Summary of Expenditures

Table 13 (p. 15) details expenditures in the Canada – Saskatchewan BIF Agreement to the end of the 2007-08 fiscal year. The table also shows the remaining funds associated with each contract authorization as approved by the Management Committee on Schedule B, Revision 4.

10. Annual Audit

The Canada – Saskatchewan BIF program was audited for all expenditures up to March 31, 2008 by the Saskatchewan Provincial Auditor. The audit was a requirement of Clause 5.2 of the Canada – Saskatchewan BIF Agreement. The audit report is attached as Appendix D.

Table 13: Canada-Saskatchewan Border Infrastructure Fund – Detailed Expenditures 2007-08

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	Total Claimed To Date	Shared Claim Amount (50%)	Contract Balance
1.1	Rehabilitation - North Portal to Roche Percee	PW027111	2,110,129	2,101,929	8,200	-	2,110,129	1,055,043	
			2,110,129	2,101,929	8,200	-	2,110,129	1,055,043	0

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	Total Claimed To Date	Shared Claim Amount (50%)	Contract Balance
1.2	Rehabilitation - Roche Percee to City of Estevan	PW027112	1,848,907	1,761,142	84,765	-	1,845,907	922,954	
			1,848,907	1,761,142	84,765	-	1,845,907	922,954	0

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	Total Claimed To Date	Shared Claim Amount (50%)	Contract Balance
1.3	Upgrade to Estevan Scale 98s on Highway 39	N/A	37,350	-	-	37,350	37,350	18,600	
			37,350	-	-	37,350	37,350	18,600	0

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	Total Claimed to Date	Shared Claim Amount (50%)	Contract Balance
	Lucear Coal Haul Road and CPR Overpasses								
2.1	Strengthening of Highway 39 CPR Overpass		1,500,000	-	-	-	-	-	
	Strengthening of Highway 39 Lucear Coal Overpass		100,000						
			1,600,000	-	-	-	-	-	1,600,000

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	Total Claimed To Date	Shared Claim Amount (50%)	Contract Balance
3.1	Rehabilitation Highway 39 Between Manson and Midale	PW027111	2,388,764	-	88,394	2,172,330	2,222,894	1,111,297	
			2,388,764	-	88,394	2,172,330	2,222,894	1,111,297	134,170

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	Total Claimed To Date	Shared Claim Amount (50%)	Contract Balance
4.1	Rehabilitation Highway 39 Connector Through City of Estevan (SPP057103)	City of Estevan	2,000,000	-	-	920,372	920,372	460,186	
			2,000,000	-	-	920,372	920,372	460,186	1,079,628

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	Total Claimed To Date	Shared Claim Amount (50%)	Contract Balance
5.1	Audit, Evaluation, Communications and Environmental Assessments	N/A	60,000	-	-	-	-	-	
			60,000	-	-	-	-	-	60,000
	Program Total		10,000,000	3,863,071	143,229	3,139,962	7,136,262	3,568,131	2,863,798